chargeable to Capital, are generally sanctioned on financial consideration, where the rate of return should not be less than 10% (since revised to 14%). However, at the same time, in case of major projects, Indian Railways Finance code also provides that, *inter-alia*, costs and benefits likely to be realized by the economy as a whole should be kept in mind as Railways are considered an important instrument of economic and industrial development.

(b) The work of gauge conversion of Yelahanka-Chikballapur and Kolar-Bangarpet section had been taken up under Project Unigauge and had since been commissioned.

(c) Gauge conversion of Arsikere-Hassan-Mangalore MG is being progressed in Phases and funds are being provided commensurate with the works planned. Work on Arsikere-Hassan-Sakleshpur section of the project has been completed and commissioned. Work on Mangalore-Kabakaputtur is nearing completion. It is targeted to complete the section upto Subramanya Road from Mangalore end during 2003-04. The work on ghat section between Subramanya Road and Sakleshpur is also in progress and is expected to be completed during 2004-05 subject to availability of resources. This is one of the projects being implemented through KRIDE.

Bidar-Gulbarga railway line

1456. SHRI K. B. KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) what is the estimated cost of the proposed Bidar-Gulbarga railway line;

(b) when the foundation stone for the above project was laid;

(c) the amount allocated for the above project in the Budget of 2003-2004;

(d) whether survey work has been initiated;

(e) if so, by when, the survey work would be completed;

(f) what is the extent of land required to be acquired; and

(g) whether the land acquisition process has started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) The sanctioned cost of Bidar-Gulbarga new rail line is Rs. 369.70 crore.

(b) On 29.07.2000.

(c) Rs. 15 crore.

(d) The Final Location Survey has been completed.

(e) Does not arise.

(f) Land to the extent of 784 hectares is to be acquired.

(g) Yes, Sir.

Rail Roko Agitation in Balasore

1457. MS. PRAMILA BOHIDAR:

SHRI B.J. PANDA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a Rail Roko Agitation was staged at Balasore in Orissa by Balasore Nagarika Adhikara Surakashya Sangathan for fulfilment of their various long pending demands; and

(b) if so, what are their demands and how far these have been met and factors hindering progress in implementation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.

(b) Their demands were:—(1) Running of Train No. 203 Up/ 204 Dn Dx KGP-BBS 1st passenger train *via* Cuttack instead of Naraj (2) Inclusion of Balasore in East Co. Zone (3) Conversion of Narrow gauge into Broad gauge Rly. line from Rupsa Bangriposi (4) Other development works at Balasore Rly. Station. As far as fulfilment of the demands and factors hindering progress in implementation is concerned, the information is being collected from the Railway and will be laid on the Table of the Sabha.

Newspapers supplied in Shatabdi and Rajdhani Express

1458. SHRI S.S. CHANDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of newspapers being supplied to the passengers